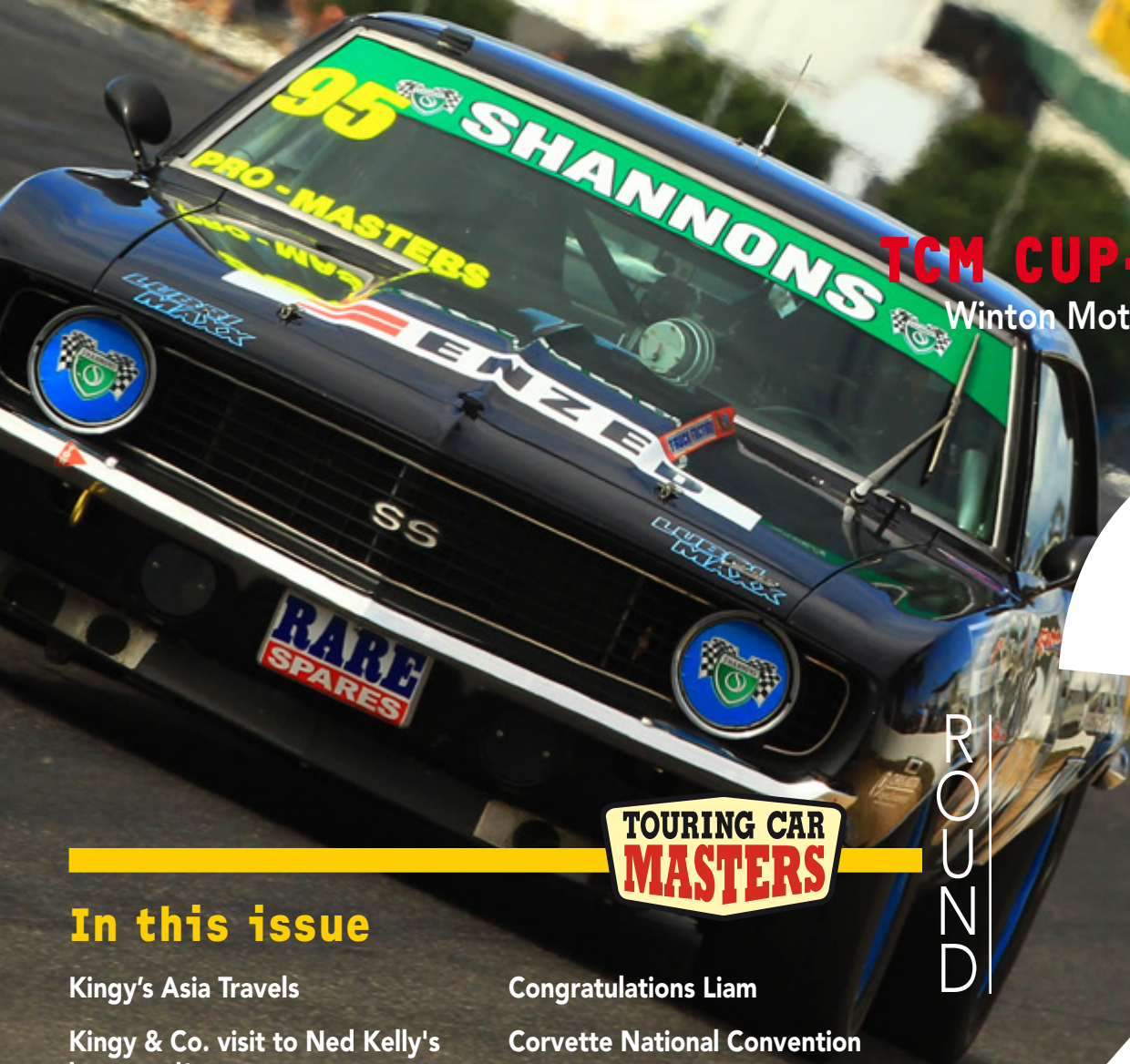


Whiteline Racing Newsletter



TCM CUP- WINTON

Winton Motor Raceway, VIC

4 - 6 April

**TOURING CAR
MASTERS**

ROUND

In this issue

Kingy's Asia Travels

Kingy & Co. visit to Ned Kelly's
last stand!

Congratulations Liam

Corvette National Convention

TCM Media Releases



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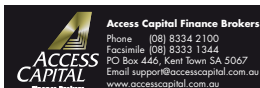
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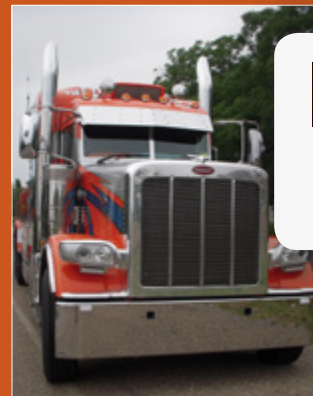
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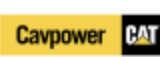









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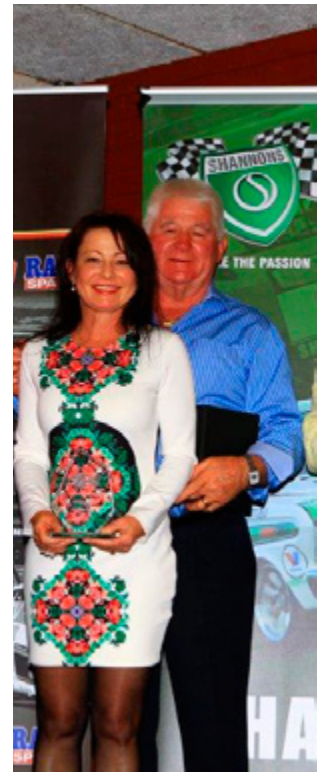
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Bob and Shaz seen here accepting their award.

(Pic courtesy Dirk Klynsmith)



Whiteline Racing would like to thank Streetscene Bodyworx for being very helpful at Winton with damage repairs to the car.



TCM Cup

Winton Motor Raceway, VIC

4 - 6 April

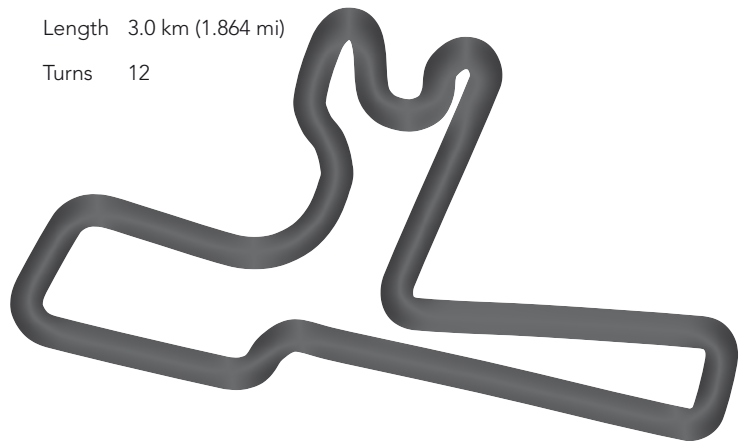
Circuit Info

Winton, Victoria

Winton National Circuit

Length 3.0 km (1.864 mi)

Turns 12



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Susan Sims

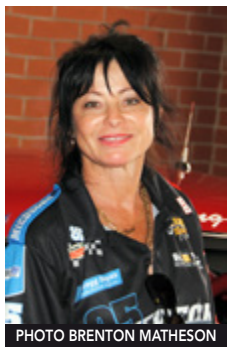


PHOTO BRENTON MATHESON

A word from Shaz

ROUND 2 TCM CUP WINTON MOTOR RACEWAY – APRIL 4 – 6, 2014

The opening round in Clipsal was a great launching pad for the season and as a result the work load for Birdman leading up to round 2 for Winton was more limited to track set up to suit. The boys also decided to fit in a track testing day at Winton – this took place on Tuesday 25th March – the cars were loaded up on the Saturday, with Bobby heading out on the Monday to be in Benalla the night before.

The track day ended in tears for the Lubrimaxx 95 Camaro when a serious tail shaft issue brought testing to an abrupt ending. For the King Springs 85 Camaro the story was brighter with Mark getting some laps under his belt.

The transporter and cars were left at Benalla with Paul Currie who was coordinating the repairs to the 95 Camaro in time for the April 4 – 6 meeting.

The repair job was very much a team effort with good mates of Paul's pulling out all stops to get the 95 Lubrimaxx Camaro track ready. Special thanks to Matt Mundie and his automotive engineering workshop for manufacturing new tailshafts to suit specifications supplied by Birdman. When the tailshaft let go, significant damage was sustained to the floor, which Paul used the porta power to repair, with expert help from hot rod and old car maker, restorer Dean Sodeblom. As it would be the gearbox mount was loose and had a crack in the bell housing – the boys alerted Birdman so he was well prepared when he got to the track. Special thanks to all involved in loading, unloading and preparing the 1969 Camaro for the race meet – sounds like a big effort by all.

Monday of race week, Bob headed to Brisbane driving a truck, then flew down to Melbourne to meet Tim and Birdman who had driven the Whiteline Racing van to Melbourne on the Wednesday.

The rest of the crew flew in Wednesday and Thursday – all except me !!

Sadly for the first time ever, I was unable to be there, instead found myself in a hospital bed with a serious case of pneumonia – an illness I have been trying to fight off since Christmas. For me, a person not ever normally sick, this was a tough pill to swallow.

Therefore, this newsletter will take on somewhat a different approach, with notes supplied to me from Birdman and the crew of the weekend events.

Word is the boys arrived to rain, but the news was that the weather would improve and it did.

As for Friday, two practice sessions were scheduled.

All teams were confronted with an issue at the track – the surface of the track had sealant that was pulling out of cracks and coating tyres. So bad in fact, the cars were returning to the pits with clumps of surface stuck to the underneath of the chassis.

Practice 1 was held at 10.00 a.m. and went for 20 minutes. Andrew completed 6 laps, best on the 1st with a 1.3704, I say 'best' lightly as the track surface was never going to allow for fast lap times – Andrew suffered more from the 'goo' than others as he was first in the line – the drive line became okay. For Mark in the 85 King Springs Camaro, the same issue with the 'goo' but not as severe as the 95 car – managed to complete 8 laps, the best on the 6th with a 1.36.2 in 5th place.

Practice 2 was held at 2 pm and also went for 20 minutes. Prior to the session the track became quite wet for the start but slowly dried out. The plan used, was that Andy sat in the pits ready to go on slicks, waited until the last 6 minutes to go out with the track still improving, last lap was the fastest with a 1.28.28, nearly in position 1, but a slight error in the final sector saw the 95 Lubrimaxx Camaro in P2 1/10TH off Bowe. As for Kingy

in the 85 Camaro 7 laps were completed, but struggled a little in what were tricky conditions, finishing 8th fastest with the best lap attained on the 7th with a 1.422.

Qualifying was held at 10.25 a.m. on the Saturday morning.

The 95 Lubrimaxx Camaro had found reasonable pace, but not great suffering a balance issue. Andrew completed 8 laps, with the best time achieved on lap 2 with a 1.32 which would see him start out of position 5 for race 1.

The 85 King Springs Camaro completed 6 laps, with Mark also not happy with the balance – he wasn't able to get power on early enough off turns and would qualify in 9th with a 1.3295. The crew would change the rear bar prior to race 1 to counteract this issue.

Race 1 – Saturday – 12.11 pm – 7 laps completed

Starting out of 5, Andrew passed Keene in the 33 Porsche on the first lap to be in 4th. A safety car was triggered when Mason went into the wall. On the 3rd lap, Andrew took advantage when Karanfilovski outbraked himself into T 11 which allowed Andrew to move the 95 Lubrimaxx Camaro into 3rd, with Bowe and Richards 1 and 2 respectively and this is where they would finish. First three cars were under the old lap record and for Andrew the balance issue was still present.

For Kingy there were some anxious moments in his 85 King Springs Camaro, starting out of 9th when on Lap 3 whilst overtaking Brett Youlden, Youlden had an off track excursion and on reentry to the track made contact with Kingy damaging his door and guard. Kingy finished in 8th with his best time on the 4th with a 1.338.

The two remaining races were held on Sunday, the first at 10.20 with 10 laps completed a reverse grid start.

For Andrew in the Lubrimaxx Camaro the set up was cut back to the set up on arrival to the track. The balance was better. Starting out of 8th, Andrew passed Keene and Abelnica on lap 1 and was now travelling in 6th. Passed Youlden and Hunter lap 2 to now be in 4th. Lap 4 passed stable mate Kingy to be in position 3. Ran in third until the last lap when he attempted to pass Keith Kassulke into the final corner after he made a mistake in T12 (last corner) which ended in tears with contact. Andrew rejoined in position 6 and finished there with a rapidly deflating rear tyre and lots of damage to the right hand side. At this point in time Andrew has been penalized, however, he was planning to appeal the decision based on his version of events – we will keep you posted how this transpires.

For Kingy in the 85 Camaro, the reverse grid start resulted in position 3 off the line. Passed Hunter on the first lap, but was passed by Karanfilovski. Got around Youlden on lap 2, but lost out to Keith Kassulke on lap 3. Passed by Andrew in the 95 camaro on lap 4, followed by J.B. and Abelnica on lap 5 with Richards rounding up Kingy on the 6th to finish in 7th, but with Andrew's penalty the results reflect a finish in 6th.

Race 3 was held at 12.33 and went for 10 laps.

Andrew in the 95 Lubrimaxx Camaro started out of 5 and passed J.B. early in lap 1, made up ground on Karanfilovski but could not improve on his 4th position. As for Kingy in the 85 King Springs Camaro it was a pretty stock standard race, starting 7th and finishing 7th – best lap was on the 7th !! a 1.3394. The race was interrupted with the safety car triggered for laps 3 – 4. The performance would see Kingy with a podium finish in his class for the weekend.

The team got busy packing up the cars and pits to get Bobby and the transporter on the road.

Both cars have damage which will urgently need to be repaired on return to Adelaide by The Truck Factory. The cars are due to appear at the National Corvette Club Convention at the Barossa Valley Easter weekend at Wolf Blass Winery.

Once that show is complete, they will return to the Whiteline workshop for Birdman to get stuck into preparations for the Darwin round in June.

Kind Regards,

Shaz

For further information: **Sharon Middleton**
0418 826 272
shaz@wline.com.au



Thank You !!!

I just wanted to say a big thank you to all who emailed, sms'd, rang, sent me cards, flowers and chocolates enquiring how I was progressing health wise. There is no doubt I was one sick chook and clearly needed the few days in hospital to get myself on the road to recovery. I felt like my right leg had been cut off not being at the racing. I felt like I had let my team down big time and missed my treasured times with them. I also missed seeing all the gang at the track. I now hope I am on the mend and look forward to seeing you all in Darwin.

Love and Kind Regards to all, Shaz xxoo



PHOTO : SUSAN SIMS



DK



PHOTO : SUSAN SIMS



DK

Kingy

WINTON IN HIS OWN WORDS

Friday was not a good day, track repair attempt on the cracks by the Winton crew was not successful with material used liking the tyres more than the track. Cars returned in a real messy state with great lumps of bitumen stuck all under the underside of the cars, lap times were all slower by about 3 seconds. P2 we had rain falling right up to the start of the session for me, I just needed to circulate on slicks to hope for a dry line to trial some more rear bar rate and slightly more camber adjustment to dial out entry understeer before qualifying to hope we had improved the set up, not enough of a dry line appeared to get a good read. Took the gamble and left the set up for Qualifying, got into the 1.32's expecting to be there with that time but only 9th quickest, Race 1 saw some panel damage with Youlden on the opening lap using the 85 camaro as something to lean on to get around turns 3 and 4 on the opening lap only to out brake himself and fall off the track and give up 3 positions, pressed on and finished in 8th without any other incidents. Race 2, starting out of P3 soon saw myself gobbled up by 3 cars and finishing 6th, we slowly worked on the set up making small changes trying to improve the corner rotation speed and exit rear drive, the rear bar rate increase seemed to improve this but needed more. Race 3 we increased the rear bar rate again this improving the handling to being very good, able to run with the top 6 cars albeit being held up by Keith, but unable to get by clean so happy to finish in 7th and collect the points, coming out overall 2nd in Pro am class and currently leading is as good as we can expect.



PHOTO : SUSAN SIMS

TCM MEDIA RELEASE



The ENZED Touring Car Masters series is supported by ENZED, Rare Spares, Shannons, PWR, Meguiar's Unique Cars, Hoosier and Australian Sports Marketing.

For more information visit www.touringcarmasters.com.au

ROUND 2 – WINTON TCM CUP ENTRIES + SCHEDULE 31, March, 2014

WINTON MOTOR RACEWAY in regional Victoria will host their first round of the ENZED Touring Car Masters for the first time since 2010 this weekend, alongside the Winton 400 V8 Supercars Championship event.

As usual, TCM will take in two practice sessions, qualifying and three, 10-lap races around the tricky, twisty circuit.

JOHN BOWE GRABS RACE 1 WINTON WIN 5, April, 2014

JOHN BOWE won the opening round of the ENZED Touring Car Masters series without winning a single race – but that won't be the case if he takes round two at Winton this weekend.

The Ford Mustang driver started from pole and won the opening sprint race at the regional Victorian circuit in style today, leading home Jim Richards and Andrew Miedecke and lowering his own lap record in the process.

Bowe took a comfortable 1.6-second victory in a shortened 7-lap race today after an early Safety Car slowed proceedings early in the race.

Bowe led from the two-by-two rolling start and headed the field into turn one, where Steve Mason ran wide and clipped the tyre barrier on the outside of the circuit.

His Shelby Mustang was stranded at turn two, bringing out the Safety Car for a brief two-lap intervention. Bowe led from the restart and was never headed for the remainder of the race, leading home Richards and Miedecke to the flag.

"Our car was very good and it's nice to win a race given we won the opening round without doing that," Bowe said.

"We won in Adelaide with consistency but we have very good speed this weekend. I think Jim and Andrew are very close as well as was Tony Karanfilovski until he made a mistake.

"The track is quite grippy and while there isn't as much gain for us as there is in the V8's, it's still fast."

Richards was secure in second for much of the race, however Miedecke inherited third position early in the race following an off from Mustang driver Tony Karanfilovski.

Having started third, Karanfilovski missed a down-shift entering turn eleven and ran wide, dropping five places to an eventual seventh-placed finishing effort.

The pair of XB Ford Falcon drivers both showed progress, Eddie Abelnica and Keith Kassulke charging from sixth and seventh, respectively at the end of lap one to end the race locked together in a battle for fourth and fifth.

The pair crossed the line side by side with Kassulke just missing out on fourth at the line.

Having started fourth, Porsche 911 RS driver Greg Keene finished a strong sixth today despite lacking horsepower on the rolling start, and subsequent restart, that saw him passed by the pair of flying Falcons.

Behind Karanfilovski, Mark King (Camaro), Brett Youlden (Monaro) and Tony Hunter (Monza) completed the top-10, the latter pressured all the way by TCM-rookie Sven Burchartz in the Chris Stilwell-owned Monaro.

Torana driver Carey McMahon edged out Cameron Mason and Will Vining in a tight battle for twelfth.

20-cars finished the race, meaning the top-10 will be reversed for race two on Sunday morning.

Earlier in qualifying, John Bowe smashed Winton's four-year-old Winton TCM qualifying record to take pole position for the second time in two rounds.

Bowe needed just four laps to post his 1m30.9921s, eclipsing his old benchmark by 0.5s.

Jim Richards Shannons Ford Falcon Sprint qualified second, just 0.02s in front of the ever-pacey Tony Karanfilovski, who backed up his practice form yesterday with third position.

A starring performance from Greg Keene (Pictured) saw his Sportsmed SA Porsche 911 qualify in a stunning fourth position, less than 0.1s behind Karanfilovski's Mustang and only 0.2s off the front row.

Races two and three will be held on Sunday as part of the Rare Spares TCM Winton Cup, with the V8 Supercars Winton 400.

WINTON REDEMPTION FOR TONY KARANFILOVSKI 6, April, 2014

TONY KARANFILOVSKI hadn't won an ENZED Touring Car Masters race prior to the 2014 season commencing at the Clipsal 500 Adelaide in March.. now he's won twice.

The Ford Mustang Trans-Am driver charged from fourth to second on the opening lap of today's reverse top-10 affair at Winton Raceway and when Brett Youlden's HQ Monaro spun a power steering belt and retired from an early lead on the third lap, he assumed a lead never to be lost.

After making what he described as a 'fundamental mistake' in race one yesterday – he missed a gear whilst running third, causing the car to stall and drop five places – the victory was a sweet redemption for the NSW-based driver in a weekend that has seen them factor in the top three in each session.

Karanfilovski controlled an entertaining race that saw the remaining positions inside the top ten chop and change for a majority of the 10-lap duration.

Yesterday's winner John Bowe started tenth and was running fourth before a last-lap altercation between Keith Kassulke and Andrew Miedecke saw the pair collide at turn one; both running off the road and allowing Bowe to sweep through to second position.

Eddie Abelnica finished third and Jim Richards fourth whilst Kassulke and Miedecke were able to limp damaged cars home in fifth and sixth, respectively. Mark King, Carey McMahon, Jason Gomersall and Tony Hunter finished eighth through tenth, respectively.

Hunter started from pole thanks to finishing 10th yesterday, but never had a share of the lead and ended exactly where he finished yesterday.

Brett Youlden started on the front row and held on to the lead early, before the power steering issues forced him out on the third lap.



JIM MAKES IT THREE FROM THREE

6, April, 2014

JIM RICHARDS has returned serve to his old rival John Bowe and taken the second round of the ENZED Touring Car Masters Series at Winton Motor Raceway this weekend.

Bowe won the season opener in Adelaide, but Richards' levelled the score at Winton – but one of the most even years in TCM history has a wide array of potential winners showing their hand so far this year.

Richards won race three of the weekend which, coupled with a storming victory by Tony Karanfilovski in race two earlier in the day, means five different drivers have won races in TCM this year and each round has featured three different winners.

Richards and Bowe tied for the ProMasters class round victory, the Shannons Insurance Ford Falcon Sprint driver winning on a countback by virtue of finishing ahead in the final race. Eddie Abelnica's consistent top-three form this weekend netted him third overall in the Melbourne's Cheapest Cars XB Falcon Hardtop.

Karanfilovski (Mustang) headed Mark King (Camaro) and Carey McMahon (Torana) in ProAm while Tony Hunter won the ProSports class on the debut of his new Chevrolet Monza, Greg Keene (Porsche) and William Vining (Mustang) finishing second and third, respectively.

"Any win is a good win. The car was good and it looked after its tyres. It was very enjoyable," Richards said.

"It is very competitive this season and it's great to see how the whole field has taken a step up in performance this year, there are more winners and more competitive cars which is great."

Following Bowe's strong victory in race one on Saturday, Karanfilovski impressively rebounded from an error in the opening race to win the second, a reverse top-10 affair held on Sunday morning.

The Mustang driver started on the second row and stormed to second on the opening lap, taking advantage of a power steering failure on early leader Brett Youlden's Holden Monaro to take a lead he would never lose.

He controlled an entertaining race that saw the remaining positions inside the top ten chop and change for a majority of the 10-lap duration.

Yesterday's winner John Bowe started tenth and was running fourth before a last-lap altercation between Keith Kassulke and Andrew Miedecke saw the pair collide at turn one; both running off the road and allowing Bowe to sweep through to second position.

Eddie Abelnica finished third and Jim Richards fourth whilst Kassulke and Miedecke were able to limp damaged cars home in fifth and sixth, respectively. Mark King, Carey McMahon, Jason Gomersall and Tony Hunter finished eighth through tenth, respectively.

Richards made the stronger start in race three, leading the field into turn one and taking the victory despite constant pressure from his for major rivals. He led home Abelnica and Karanfilovski to take the victory – Miedecke and Bowe also in close company with the top five covered by just three seconds at the line.

Keith Kassulke and Mark King dined for sixth and seventh position for much of the race, finishing in front of Carey McMahon, Sven Burchartz and Tony Hunter.

Burchartz claimed his first ProSports class race victory in the third race after twice finishing second behind Hunter in the earlier races.

After a sparkling Saturday performance, Greg Keene had a frustrating Sunday that saw him battle engine issues in his Porsche that saw him slip down the order.

Cameron Mason, Mick Wilson, Paul Freesone and Jason Gomersall also struck dramas and failed to finish the final race.

Tony Hunter and his team were awarded the Meguiar's / Liqui-Moly 'Goes Good, Looks Great' award thanks to the impressive debut performance and immaculate presentation of his Chevrolet Monza.

Tony Karanfilovski was awarded a \$1000 voucher from PWR for winning the 'Cool Master' award, thanks to his impressive comeback performance in race two after his disappointment in the first race.

TCM newcomers Bruce McLeod won the Rare Spares Achievement Award for their efforts in just making the grid this weekend and, despite no prior testing or any laps in practice, completed all three races and improved lap times by ten seconds each race.

The next round of the ENZED Touring Car Masters series will be held at the SKYCITY Triple Crown at Darwin, between June 20-22.

ProSports – Round 2:

1. Tony Hunter 172
2. Greg Keene 160
3. William Vining 145

ProAm – Round 2:

1. Tony Karanfilovski 180
2. Mark King 168
3. Carey McMahon 152

ProMasters – Round 2:

1. Jim Richards 168
2. John Bowe 168
3. Eddie Abelnica 160

PWR 'Cool Master' Award: Tony Karanfilovski
Meguiar's / Liqui-Moly Looks Good – Goes Great Award: Tony Hunter
Rare Spares Achievement Award: Bruce McLeod & Team







DK



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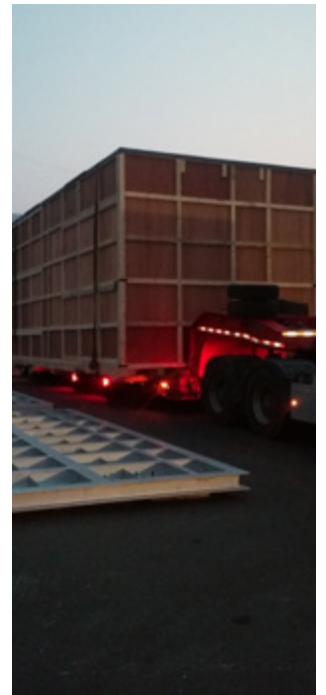
Other News

Kingy's massive project - Korea 10 March, 2014

Easter delivered no rest for Mark King !! Trips overseas have seen Mark recently purchase some pretty serious machinery for his blast furnace at the home of King Springs in Brisbane. The logistics of getting the machinery to Aus and installed were huge and included police escorts to his plant premises – check out the pics.



Mark looking very distinguished, definitely not trackside uniform !! ↑



Final Furnace all boxed up and on it's way from Korea! ↑



Kingy's Travels - Jakarta 18 March, 2014

Just prior to Winton, work also took Kingy to Jakarta.

Fair to say it's a great place to practice some driving skills !!!!!



Kingy & Co. visit to Ned Kelly's last stand!

5 March, 2014

Ned Kelly's exact location of his last stand!



Congratulations Liam

26 March, 2014

It was with great pride that we witnessed Liam Connole receive the award for Young Achiever of the Year at the 2014 S.A. Road Transport Awards Gala Dinner.

Liam, an Account Executive with the Mitolo Group is no stranger to followers of Whiteline Racing and Foundation Shine Inc. for his contribution to our events and causes – he has freely and enthusiastically given his time to assist with I.T. support to ensure these events run successfully. A very well deserved accolade.



Corvette Club of South Australia host National Convention April, 2014

Easter weekend 18 – 21 April, 2014 the Corvette Club of S.A. hosted the National Convention with a series of events in the Barossa Valley.

Corvette owners and enthusiasts travelled from all over the world to be at the event, including delegates from the United States, New Zealand and all States of Australia, including regional South Australia.

The Convention Committee worked extremely hard in piecing together events for the few days that included drive days, show and shine, breakfasts, lunches, dinners and awards.

Whiteline Racing was special guests at their dinner put on at Wolf Blass Winery – the award winning Whiteline Lubrimaxx 95 Camaro driven by Andrew Miedecke and the Whiteline King Springs 85 Camaro of Mark King were on display.

Andrew's son George Miedecke a very accomplished race car driver in his own right flew in to be part of the event to share his stories on the track, racing utes, development series, racing in the United States in the Marcos Ambrose garage, being mentored by his Dad, his media work and the all so famous story of the Capri incident whilst racing in Tasmania – this event as had well in excess of 1.2 million hits !!

Bobby the builder talked about where the interest in racing all started, back to speedway, through to circuit, nascar, truck racing, racing in the Touring Car Masters and of his more recent role driving the transporter to all the events.

We pieced together interesting and entertaining footage to take guests through the journey and presented Mr. Blass with a framed picture of the Whiteline race cars, complete with bow tie and plaque celebrating the event and the Convention. We also created a poster to celebrate the event.

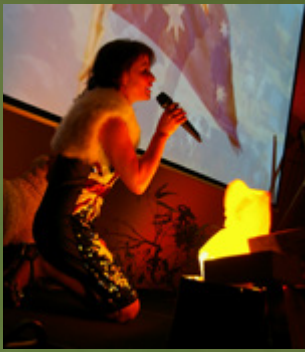
On the Sunday night the award dinner at the Novotel was the finale get together, which started off with wine tastings and delightful savory snacks put together by Karen McConnell, Gourmet Goodies and Shaz presented the Foundation Shine tribute together with a set of songs from Moulin Rouge, The Wizard of Oz and Abba, followed up later in the night with another set based on Australianiana.

The Corvette Club as part of the Convention were supporting and raising money for Foundation Shine which is very special and very much appreciated.

Liam co-ordinated all the sound and power point requirements, Bob was kept flat out as a roadie and speaker and me – yep, well I had my share to do toooooooo!!

Congratulations to President of the Corvette Club Inc. Rob McConnell and his hard working committee. Also special thanks to Lynda and Peter McBride for the photos – they are a very special couple who love their club !!!







The Thunder Down Under 2014 Touring Car Masters Series

Round 1 TCM 100 Adelaide February 27 to March 2
Round 2 TCM Cup Winton April 4-6
Round 3 Hidden Valley 90 Darwin June 20-22
Round 4 TCM Thunder Down Under SMSP August 22-24
Round 5 TCM Sandown 100 Sandown September 12-14
Round 6 TCM Mountain Masters Bathurst October 9-12
Round 7 TCM Southern 90 Phillip Island November 14-17



CLASS	Driver No #	Driver	R1	R2	R3	R4	R5	R6	R7	Penalties	Total
ProSport											
ProSport	15	Cameron Mason	176								176
ProSport	6	Chris Stillwell	172								172
ProSport	46	Leo Tobin	145								145
ProSport	13	Rory O'Neill	135								135
ProSport	98	William Vining	129								129
ProSport	43	Mick Wilson	90								90
ProAm											
ProAm	85	Mark King	165								165
ProAm	56	Brett Youlden	160								160
ProAm	35	Jason Gomersall	140								140
ProAm	33	Greg Keene	124								124
ProAm	3	Steve Mason	117								117
ProAm	21	Garry Treloar	114								114
ProAm	60	Cameron Tilley	95								95
ProAm	50	Carey McMahon	90								90
ProAm	88	Tony Karanfilovski	90								90
ProAm	74	Wayne Mercer	87								87
ProAm	4	Rusty French	87								87
ProAm	22	Nigel Benson	75								75
ProAm	7	Bill Pye	48								48
ProAm	99	Les Walmsley	0								0
ProMaster											
ProMasters	18	John Bowe	168								168
ProMasters	95	Andrew Miedecke	165								165
ProMasters	48	Eddie Abelnicia	160								160
ProMasters	1	Jim Richards	144								144
ProMasters	52	Keith Kassulke	143								143
ProMasters	28	Brad Tilley	45								45

The ENZED Touring Car Masters series is supported by ENZED, Rare Spares, Shannons, PWR, Meguiar's Unique Cars, Hoosier and Australian Sports Marketing.
For more information visit www.touringcarmasters.com.au

Whiteline Racing is supported by

